

Amendments to the Specification:

Please replace the paragraph beginning at page 15, line 10, with the following redlined paragraph:

The fuel cell system 10 is designed so that components that are designed to discharge hydrogen or that present a risk of leaking hydrogen, are as much as practical, located in the cooling air path or have their discharge or leakage directed to the cooling air path. The cooling air path is defined by duct 724, cooling air channels of stack 12, and the portion of the system cover above stack 12; a cooling air stream passing through the cooling air path is shown by the arrows 725 in Figures 5, 6 and 7. Components directly in the cooling air path include fuel tanks 52, and components of fuel regulating system 54 such as pressure relief valve 64, main gas valve 66, and hydrogen regulator 68. Components not directly in the cooling air path that are fluidly connected to the cooling air path, and include purge valve 70 connected to duct 724 via purge conduit (not shown) and low pressure relief valve 742 connected to an outlet near fuel regulating system 54 via conduit 746. When cooling air fan 84 is operational, the cooling air stream carries leaked or discharged hydrogen through duct 724, past stack 12, and out of system 10 in the direction of the arrows shown in Figures 5, 6, and 7. Hydrogen concentration sensor S5 is strategically placed far downstream in the cooling air stream to detect hydrogen carried in the cooling air stream.

Amendments to the Drawings:

The attached sheets of drawings include changes to Figures 5-7. These sheets, which include Figures 5-7, replace the original sheets including Figures 5-7.

Attachment: Replacement Sheets